

SPECIAL ERM/TRAIN ISSUE



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,
P.M. JOYCE, P.O. BOX 1300, HOPKINS, MINN. 55343.

ABOUT THE COVER: Gracing the cover of our very special Sept/Oct Fall issue of the Minnegazette is this one color rendition of the full-color dust jacket from Russell L. Olson's "Electric Railways of Minnesota" -- MTM's new 500+ page, highly illustrated historical volume. Yes, it's finally off the press and now on its way to eagerly awaiting railfans throughout the nation. The scene depicts a cold, crisp winter evening in the early 1920's. A Twin City Rapid Transit Co. high speed Deephaven branch line car rockets westward toward Deephaven Docks. In its heyday, TCRT served the Twin Cities and environs from Stillwater on the Minnesota/Wisconsin border to fabled Lake Minnetonka on the West with a fleet of magnificent home-built cars. The painting is by artist Gil Reid, courtesy of MTM's Forrest Johnson, owner. We predict an eventful and colorful future for E.R.M. - which is the most authoritative, comprehensive and illustrated work ever produced on the colorful Electric Railway era in the North Star State. It's jam-packed with the most incredible detail on Minnesota streetcar/interurban history with side trips to Wisconsin and North Dakota. ERM will probably be the most historic, most valuable and most enduring work ever produced by MTM! We're proud to announce its debut. If you haven't ordered your copy--do it today! (\$29.95 ppd. from MTM, Box 1300, Hopkins, Minnesota 55343. Minnesota residents please include 4% sales tax.)

A TRIBUTE TO RUSS OLSON -- AUTHOR

Charter MTM member Russ Olson wasn't consulted about this tribute-- if he had been, he, in his usual quiet, modest manner would have, in all probability discouraged it. Russ avoids the limelight, preferring to work creatively, but with low profile. Russ is the author of Electric Railways of Minnesota. While many assisted with its preparation and production, Russ is the individual who researched, dug, wrote, rewrote, compiled, gathered, labored, sweated etc, etc, for almost twenty years to produce almost single-handedly, what we predict will become one of the most comprehensive Electric Railway historical references produced in this century. Paraphrasing from the dust jacket of ERM, Russ was born in 1931 and has from earliest times been an avid traction fan-- with particular emphasis on the Minnesota region. He, at one time, worked for TCRT, and as mentioned earlier is a charter member of MTM. He held the post of Treasurer of the Museum for many years and currently is a Director of the Organization. He resides in Bloomington, Minn. with his wife Teri and their four children. Our salute to Russ Olson, author, historian, MTM'r and a truly outstanding human being.

THE MAKING OF ERM!

MTM's new book, "The Electric Railways of Minnesota," began to really take physical shape in the early 1970's when author Russ Olson started to draw together the notes, writing, photographs, and data researched over the previous two decades. It was a tangible and formidable manuscript to be reckoned with.

The MTM book committee was formed to assist in the editing, selection of

Making of ERM cont.

photographs, and, in general, formulate a plan of attack which would produce a first class work on the long-neglected electric lines of the North Star State. There were a thousand myriad details to be considered. And the intrepid committee of Russ Olson, Norm Podas, Barney Olsen, Aaron Isaacs, and Paul Joyce met, discussed and planned over the next few years. Russ Olson wrote on, rewrote, and refined. The committee edited, proofed, and suggested!

Along about 1973, the manuscript had reached that point where a major decision had to be made; whether to have the new book published by a regular publisher or have MTM publish it.

To have it produced by an established publishing house was attractive; no MTM dollar investment, most of the work would be done by others - it was a course of least resistance. However, on the debit side; MTM would essentially lose control of content and character by turning it over to others for publication. The committee chose the hardest course - but one which would insure that high quality, comprehensive work which we all desired. The long, hard job of self-publication was begun!

Choice of format, type styles and the ultimate selection of a printing house all went on simultaneously over the following 6-8 months. The Bloomington, Minnesota firm of Computer Graphics, Inc. represented by Ben Horne, was selected to typeset the hundreds of pages of $1\frac{1}{2}$ column-wide text by a revolutionary method utilizing a laser-scanner. To gear-up for this system, the entire manuscript for ERM had to be retyped in a format and language the computer would understand. It was a long and complicated task, but the economies and end result justified the effort.

And during all this, Kent Dorholt painstakingly drafted all those intricate and beautiful track maps found in ERM.

While the finished type was being proofed and corrected, the search for a printer went on. Competitive bids were put out to several area printing firms felt capable of the work we expected to produce.

One requirement stood out; the ultimate printer must be a local firm. It was felt that a book about Minnesota should, at the very least, be printed by a Minnesota firm. Secondly, local proximity would greatly ease the communications problem inherent in an undertaking of this magnitude. The fact that the Twin Cities is recognized as one of North America's greatest graphic arts centers gave the book committee a wide field to choose from. The respected and well-known St. Paul firm of H.M. Smyth was ultimately chosen. Smyth enjoyed a fine reputation for high quality and had considerable experience in printing fine books.

The printer selected, ERM moved into the page layout stage. During 1974-5 author Russ Olson and assistant P. Joyce began the laborious process of matching type, page counts, and pix. The fitting, photo placement and cropping consumed much midnight oil. Next, the layouts, reams of type, and photographs went to Smyth for the complex job of preparing the make-ready for the press.

Unsung heroes of this magnificent effort are Doug Hallen - Smyth representative - who was go-between throughout the whole project and virtually wore out a set of auto tires criss-crossing the Twin Cities area carrying proofs, etc. to and from the plant. Roman Grill, Smyth Creative Director, who was almost singlehandedly responsible for ERM's magnificent full-color dust jacket. Roman, Bill Simpson of Cold Type, Inc. and their respective crews put all those fine layouts and captions together. Production Chief, Kenny Rush and Gene Ramalle's camera men

Making of ERM cont.

spent endless hours strengthening poor pix and balancing the photo content of the book to insure a uniform product. Rune Hedenskog's people then ran the 32 separate litho press plates on coated stock sufficient to ultimately produce 3000 volumes of ERM.

Next stop was at the Midwest Editions bindery where the sheets were folded, trimmed, and the gold embossed green covers were brought together to form the finished product.

We originally planned to bring ERM out in the late spring of 1976. Now, in mid-August, it's on the street!

The delay caused in publication was the result of a choice consistent with the entire philosophy of the book from concept to finished product; we chose ultimate quality over speed and ease of production. Good work takes time - there are no shortcuts!

We think you'll agree the wait was worth it. Our heartfelt congratulations to all the participants in the drama -- they are so numerous that space in this issue prohibits mention of all. However, the acknowledgement page in ERM does them justice.

ALL ABOARD FOR TRAIN!! OCTOBER 29 - 31 - 1976

Note October 29, 30 and 31, 1976 on your calendars now and plan to attend the fifth annual convention of the Tourist Railway Association, better known as TRAIN, INC. The '76 convention will be hosted by the Minnesota Transportation Museum and will be held at the Curtis Hotel in Minneapolis. The convention planning committee, headed by MTM's Judy Sandberg, is preparing a hearty welcome for the registrants who will come from all parts of the United States and Canada.

Now, some may ask, what is TRAIN? Enclosed with this issue is a reprint from the official "TRAIN" brochure which explains the what and why of this fine, young organization. Aside from providing an excellent forum for discussion of problems common to tourist railroading museums, the substance of the convention will be to provide meaningful and informative seminars on a wide range of topics of interest, such as; Fund raising, Relations with common carriers, Construction and maintenance of track, Operation and maintenance of steam locomotives and rolling stock, Federal laws and regulations, Private car operations, Advertising and Public relations, Common carrier Tourist railroad operations and safety. The seminars will be conducted by experienced individuals widely known and respected throughout our tourist railway industry. Each seminar will conclude with question and answer periods so that any questions or points of interest you may have can be presented. Both Friday and Saturday's seminar activities will be topped-off with a banquet featuring interesting speakers from the railroad industry along with entertainment and prize drawings. In addition, there will be an entertaining program for the ladies which includes shopping tours, luncheon and visits to points of interest in the Twin Cities. We look forward to seeing you and -- above all -- plan to MEET US IN MINNEAPOLIS ON OCTOBER 29, 30 & 31 for TRAIN '76.



THE PRESIDENT'S FALL MESSAGE by Frank Sandberg

Fall is once again, 'just around the corner' and thanks to the efforts of all MTMers it looks as though this season will have been one of the finest yet! We have many positive accomplishments to our credit this summer, and if everyone continues to do their best, the current phase of the northern extension, as well as the major part of the restoration on #100 and #265, will be completed before the snow flies. So, please, do your part! Show up on Saturdays to take part in the work sessions at Como-Harriet and remember that regular restoration sessions are held at the Como Shops on Wednesday evenings and Saturdays throughout the fall. Our restoration and construction volunteers desperately need your help.

As most of you know, our long awaited book "The Electric Railways of Minnesota" is finally off the press. Congratulations to the author, our friend and fellow member Russ Olson who has spent almost the past twenty years putting ERM together. I am sure that all will agree, after seeing the volume, that it has been well worth the wait.

Other good news; -By unanimous action of the Minneapolis Park and Recreation Board on August 4th, 1976, our lease agreement for the C-H line was modified to eliminate all rental payments for land use. This will make an additional needed \$1800 - \$2200 available to us annually which will help greatly in carrying our museum program forward. Our thanks go to the Minneapolis Park Board and their staff for their fine help and sincere support on our behalf in this lease revision.

On October 29, 30 & 31, the MTM will host the annual convention of the Tourist Railway Association -TRAIN- at the Curtis Hotel. It will be a unique and rare opportunity for MTM's to meet the leaders of Tourist Railroading in the U.S. and Canada and to attend informative seminars on all important aspects of tourist railroading. Especially, in view of the fact that we now have broadened our collection of rail vehicles to include a steam locomotive - Ex N.P. 4-6-0 #328, - I urge all interested MTM members to register and attend these sessions for their own enjoyment and informational benefit. Because MTM is a member organization of TRAIN, all MTM's are welcome and cordially invited.

If you cannot attend the daytime sessions, plan to attend either or both of the evening banquets which will be held in the Cardinal Room of the Curtis Hotel. Interesting speakers are lined up for both evenings and a prize drawing will take place after the Saturday banquet. The speakers for the Friday banquet include Mr. Donald B. Shank, Chief executive officer, Duluth Missabe and Iron Range Railroad and Mr. Lowell Turner, Director of Employee communications for the Union Pacific Railroad Co. On Saturday evening, Mr. Thomas J. Lamphier, Executive Vice President, Burlington Northern Inc. will be our speaker. I hope to see many of you in attendance for what will be an enjoyable and informative convention. Plan now - attend 'TRAIN' '76.

MTM STEAMS AHEAD!

Great news for all members and steam fans in the Twin City area. MTM has signed a lease with the City of Stillwater for Ex-Northern Pacific S-10 #328 and tender currently located in Stillwater along the St. Croix River. Approval for the lease came from the Stillwater City Council on July 20th with MTM officers signing the agreement on August 3rd. The lease calls for a term of 30 years, and makes #328 available for MTM restoration and exclusive use during that period. It will also be made

MTM Steams Ahead cont.

available to the City of Stillwater for three 10-day periods per year. We expect to move #328 to the Como Shops this fall and will begin restoration as soon as funds become available. ANYONE FOR DONATIONS TO THE #328 STEAM ENGINE RESTORATION FUND? Our thanks go to John Larkin, Frank Sandberg, and Scott Heiderich for their fine work in negotiating the lease agreement, and to Byron Olsen (MTM legal council) for drawing up the actual legal wording of the lease on short notice. Also, a special word of thanks go to Bob Renz and his crew - principally Bob Clark, Bill Cordes & Hudson Leighton - for their preparation of the engine for inspection and to Ken Johnson, a citizen of Stillwater and MTM member, who served on the City of Stillwater Committee and played a most important part in keeping the project moving. Now is the time to contact those members of MTM who have been waiting for the organization to start 'steaming' and invite them to join our organization in an effort to restore our new acquisition. Contact Bill Graham, Vice President of Vehicle Restoration for information on the impending move and restoration of #328. (925-4806)

THE COMO-HARRIET STREETCAR LINE CONTINUES OPERATION WITH MUCH SUCCESS

As we move through August of 1976, we can see a very successful summer season which will come to a close in October with a record number of passengers carried. We have run old #1300 many more hours this year which resulted in a higher passenger load throughout the summer -- the very reason for our existence. The longer hours also made it possible for more members to operate #1300 during the season, and this, also is certainly an important reason for operating daily. In any case all this is possible only with the cooperation of over sixty operators and the continued good maintenance which was performed on the car. As of August 9th, we have carried 31,005 passengers in regular service. Thanks to the hard work by our Director of Charters, Judy Sandberg, we have earned over \$1000.00 in charter revenues this year. We also know that between July 29th and August 1st, we sold 176 Wildwood brochures, 372 Big Island brochures, 2091 picture post cards and 12 Steam Directories. These sales total \$1100.75! Our sales on the car are very important for raising revenue to apply to the goals we have set. Thank you all for your continued help in making this a great season for #1300. With your continued help and some good weather in September and October, we should reach a peak of 45,000 passengers for 1976.

Scott Heiderich
VP - Vehicle Operations

WE'RE GROWING, -BUT!! by Dave Norman, MTM Secretary

In just the last few months, MTM has added more than 20 new members to the mailing list for this issue of the Minnegazette. They've already received a letter of welcome to the MTM family as part of the kit of materials each new member receives. We know all regular members will welcome the new people when they debut in MTM activities, in person. Thanks must go to all of you who have done such a good job of telling others about MTM and encouraging them to join -- please keep up the good work!

However, another way members can also help is by sending in membership dues promptly when the renewal notice arrives. We think most would agree that the time and 13¢ postage spent just sending out second and

Secretary's Message cont.

third notices could be put to better use on other, more tangible MTM projects. Also, if your address or phone number has changed, please let us know, so that we can keep the records up-to-date. This will insure that you will continue to receive the Minnegazette and other museum communications without interruption. After all --it is in your best interests that we request this information.

Again, the MTM has for sale the special Como-Harriet commemorative tokens for only \$1.00 -plus a stamped, self-addressed envelope- to insure proper mailing. In addition, we have for sale an art print of a watercolor by the famous Minnesota artist, Cameron Booth, showing a TCRT streetcar going under the Washington Avenue viaduct in Minneapolis. This is yours, postpaid, for only a \$5.00 donation.

To avoid delays, please send your change of address notices and orders for commemorative tokens and art prints directly to me ----

David Norman, MTM Membership Secretary
3007 E. 24th Street
Minneapolis, Minnesota 55406

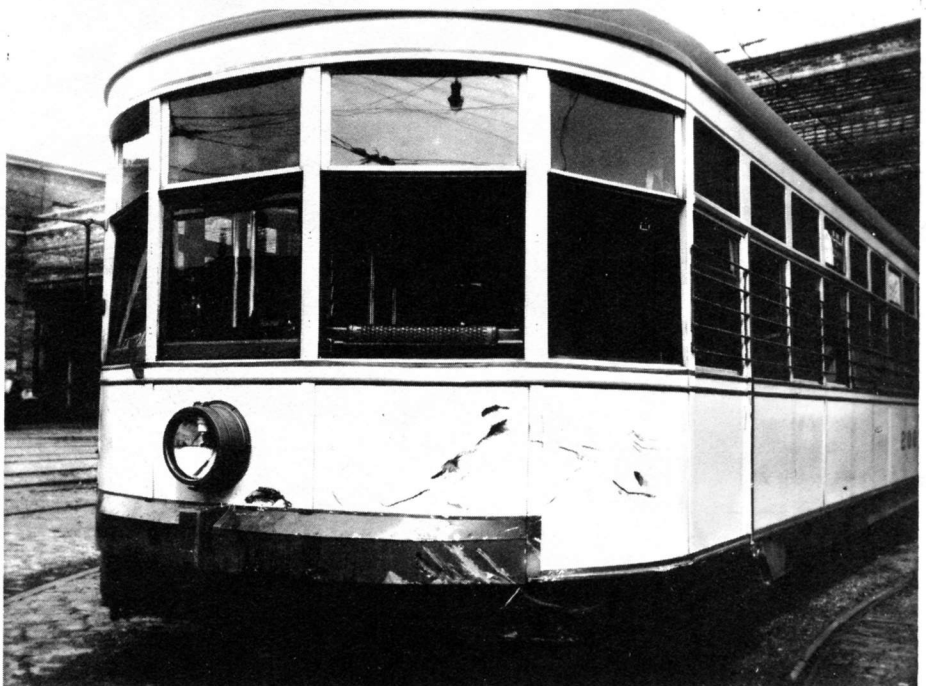
IMPORTANT NOTICE:FALL GENERAL MEMBERSHIP MEETING ON TUESDAY, NOVEMBER 30TH

The Fall '76 General Membership meeting of MTM is slated for 8 p.m. on Tuesday, November 30th, 1976 at the Northwestern National Life Insurance Co. Building. In timing coincident with the issue of "Electric Railways of Minnesota" our program will include MTM archives color film of 'Twin City Lines' in action!

The N. W. Life Building is located in downtown Minneapolis at the junction of Washington Avenue and the Nicollet Mall. It's a beautiful classic modern colonnaded structure -- you can't miss it. Ample parking can be found at the rear of the building. See you all on the 30th of November.

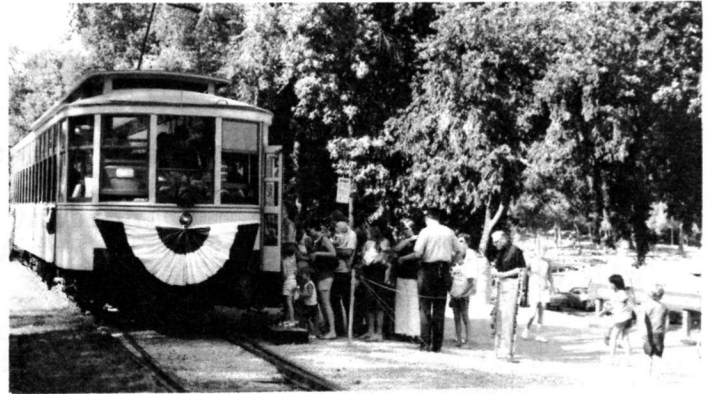


TCRT lightweight car #2009 circa 1936. This is typical fare in MTM's new book, "The Electric Railways of Minnesota."





Left; End of the Line; TCRT GM Buses that replaced streetcars in '54 meet a similar fate in 1976. Bottom; Como-Harriet #1300 on the new passing siding at 42nd. Street.



Middle Right; #1300, dressed up in July 4th Bicentennial Bunting. Middle Left; Loren Martin, right, takes possession of 1954 vintage G.M. coach #1399 from MTC.



TRAIN and Creative Railroading

What is TRAIN?

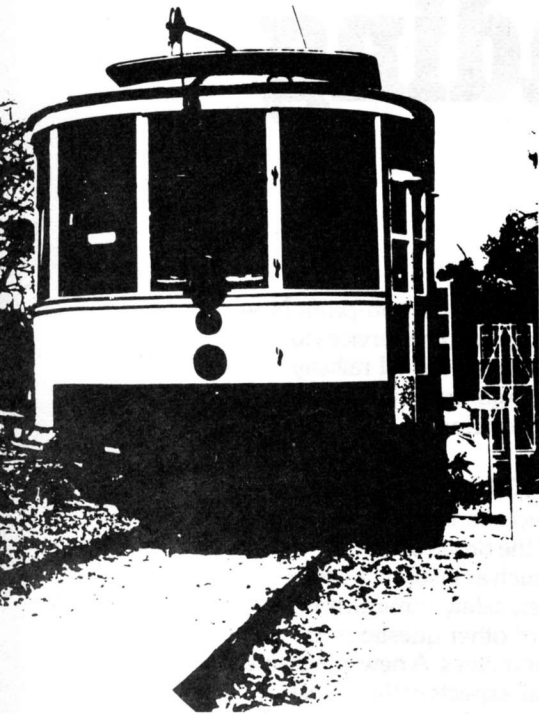
TRAIN, the Tourist Railway Association, Inc., is a non-profit New York corporation, formed for the purpose of providing services to its members. The membership of TRAIN is open to all railway museums, clubs, tourist railroads, product organizations, railroad publishers, private car owners, excursions operators, and other interested persons and organizations.

TRAIN was formed in 1972 by almost 100 delegates who met in Chicago, Illinois, to organize what has become the only trade association of its kind, created to represent the broad spectrum of what is called "creative railroading." Problems such as insurance costs, mechanical coordination, tools and supplies, safety, Amtrak relations, Federal laws and regulations, and a host of other questions are handled by TRAIN's internal operating committees. A newsmagazine, TRAINLINE, is issued quarterly, covering all aspects of the tourist railroad industry. An annual convention provides seminars on all manner of subjects of member interest, speakers of national import, and product displays and samples. Membership bulletins are issued on timely topics.

TRAIN's mechanical committee has already issued several publications such as reprints of basic steam boiler laws and codes, a welding manual, and has dozens of topics in research or production for member use. The passenger car subcommittee is preparing similar documents for passenger car owners and operators.



TRAIN



Our insurance broker has a program of liability and FELA coverage available to interested members at a cost which provides savings in excess of TRAIN's annual membership dues. The organization's safety committee is at work drawing up rules and regulations that will form the standards for our entire industry for years to come.

The organization's communications network will keep all members informed of the great and fast-moving changes of the Seventies. As an effective trade association, TRAIN will help present the combined voice of this industry before Congress and the various state and Federal agencies concerned with our regulation.

TRAIN's goals and priorities

1. Establishment of a professional program of standards of safety within our total industry.
2. Internal communication between members, to include technical data interchange and exchange of information.
3. Effective representation of excursion operators and private car owners with Amtrak and private railroad companies.
4. Providing an effective and cost-saving program of insurance for the membership.
5. Representation of the membership before Federal agencies and in Congress.

As a vital example of TRAIN's effectiveness, the industry was represented before the Federal Railroad Administration in 1973 to present our opposition to proposed rules that would have banned all operation of freight equipment that was more than fifty years of age. The results, as reported to our 1973 convention by various representatives of the FRA, are a reasonable set of exemptions which allows for reasoned continued use of these cars by our members. TRAIN acted immediately and effectively, on behalf of a majority of our members who would have been adversely affected, at a time when most members did not even know of the proposed regulation.

Why join TRAIN?

The association was formed by those who needed answers and results for gnawing questions, but found no existing consortium or association that filled this need. Many TRAIN members are units of existing societies or associations who use TRAIN as a logical extension of their interests. Insurance, for example, is a continuing and growing problem to many organizations. Our program of insurance will, in many cases, provide a member with quality coverage at less cost. Added savings will come as our association offers pooled ordering for tools, parts, fuel, and souvenirs, or other items which are bought at present in small quantities by many separate groups.

Perhaps our greatest service is somewhat intangible. This is the ability to provide a voice for our total industry, to keep members informed of laws, regulations, and actions that, taken singly, would have a negative effect on us all. With energy crisis matters alone, the lack of a voice could result in rules that would cause many members to shut their doors. The support for TRAIN precludes this fear of lack of a voice.

What does it cost to belong to TRAIN?

TRAIN's dues structure was adopted by vote of the membership. The members recognized the need for proper funding to get things done. Our budget is not spent haphazardly, but in vital services to and in behalf of our membership. The annual budget is approved by the Board of Directors, and regular reports are made

by the Treasurer to each member. TRAIN accounts are audited annually by a firm of Certified Public Accountants, whose reports are sent to each member.

INITIATION FEE: \$100 per member. This fee is a one-time charge paid at the time of initial application for membership, and is in addition to dues.

ANNUAL DUES: \$100 per organizational member. \$50 per associate member (product organizations only, including suppliers).

How is TRAIN organized?

TRAIN is headed by a President, elected by the Board of Directors at the November annual meeting. Other officers include an Executive Vice-President, Secretary, and Treasurer. The governing body is a Board of Directors, eight in number, who come from member organizations. Our bylaws provide that only one Director can come from any single member. The association works through its committees, whose chairmen are volunteers, and hold the title of Vice-President for their area of interest. Each member group is entitled to one vote at the annual meeting. The membership elects all directors by majority vote.

Current officers include:

PRESIDENT, John P. Killoran, Cass Scenic Railroad, Charleston, West Virginia.

EXECUTIVE VICE-PRESIDENT, Charles A. Wiesner, Mid-Continent Railway Museum, North Freedom, Wisconsin.

SECRETARY, George W. Crook, The Ohio Railway Museum, Worthington.

TREASURER, George R. Greenacre, Charleston, West Virginia.

Current directors include:

Frank Sandberg, Minnesota Transportation Museum, Minneapolis.

Randy Paquette, Michigan State University Railroad Club, East Lansing.

W. Frank McNair, Ontario Rail Association, Toronto.

George W. Crook, The Ohio Railway Museum, Worthington.

Ralph Honeycutt, Heart of Dixie Railroad Club, Birmingham, Alabama.

John P. Killoran, Cass Scenic Railroad, Charleston, West Virginia.

George A. Pins, private car owner, New York City.

Charles A. Wiesner, Mid-Continent Railway Museum, North Freedom, Wisconsin.

Major committee chairmen include:

Randy Paquette (mechanical).

Samuel Freeman (insurance).

Brain E. West (safety).

Kevin P. Keefe (communications).

John P. Killoran (legislative).

Charles A. Wiesner (suppliers).

George A. Pins (Amtrak & private cars).



TRAIN

What are important upcoming dates?

Conventions of the association are open to non-members but at an increased registration fee. Business meetings are open only to members. Actual dates, costs, registration blanks, and other information about any convention are available upon request. Annual conventions generally begin Friday and end on the following Sunday (three days).

March 14, 15, and 16: Mid-year meeting, Birmingham, Alabama.

November, 1975: Annual convention, Louisville, Kentucky.

November, 1976: Annual convention, Minneapolis, Minnesota.

How do I find out more about TRAIN, or join?

TRAIN welcomes all inquiries about membership. Write any member, or to our office address for application forms and necessary data cards. Membership applications when completed must be forwarded to the Secretary: George W. Crook, P.O. Box 411, Worthington, OH 43085.

TRAIN publications are made available at a small fee to members and at substantial cost to non-members. Information about mechanical, safety, and other such publications should always be available by writing the association through its New York office. TRAINLINE is a member service, but is also available by subscription to non-members for \$10 per year by writing: TRAINLINE, P.O. Box 1185, Milwaukee, WI 53201.



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We Make Minnesota's Electric Railway History Come Alive!